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Finances of the Oregon State Highway Program*

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Oregon state highway expenditures have reached an all-time high for the third straight year. In 1948, for the first time in more than three decades, expenditures exceeded revenues. This occurred in spite of the fact that 1948 highway revenues also reached an all-time peak. A major reason for this high dollar expenditure is the current inflation, but this is not the entire picture. Revenues have grown as a result of expanding population, increased consumption of motor fuels, and a higher national income. Expenditures have grown in part as a result of the increased scope of the activities of the Highway Commission.

The 1947 Oregon Legislature created an interim committee for the study of highway and street needs, revenue, and taxation. This committee was authorized to make a complete study of highway problems, and directed to report on the possibilities of obtaining additional revenue with which port new high levels of highway expenditures.
to finance any expanded highway program. As a result of the engineering analysis and the interim committee's report, the 949 Legislature provided for increased gasoline taxes and higher automobile license fees with which to sup-

The receipts of the state highway fund are derived from motor-vehicle fuels taxes, motor-vehicle and operators licenses, motor-carrier fees, and one-half of the fines for violation of state traffic laws. The fund also receives Federal money for the financing of the construction of Federal-aid highways and for forest highways within the state; money from counties for cooperative highway work; money from railroads for cooperative work; and money from miscellaneous sources.[1]

The motor-vehicle fuels or gasoline tax was the first fuels tax in the nation. It is the principal producer of revenues for the state highway fund. This tax originally was a tax on all motor fuels sold or used to propel vehicles upon public highways. However, since July 1, 1943, the effective date of the Use Fuels Tax Act, the motor-vehicle fuels tax is a tax on gasoline only; it now amounts to 6 cents a gallon. When not used to propel vehicles on public highways, refunds of this tax are payable on gasoline for agriculture, fishing, construction, logging, lumbering, mining, and a few other commercial uses: gasoline used by any government agency and gasoline for export are also tax-exempt.[2]

The motor-vehicle registration fee is $10.00 for passenger cars, taxicabs which do not operate beyond three miles from the city limits, and truck-type vehicles whose weight does not exceed 4,500 pounds. Truck-type vehicles whose weight exceeds 4,500 pounds pay fees on the basis of their light weight, on a graduated scale ranging from 30 cents to 90 cents per hundred pounds.[3]

Table I shows the sources of revenue of the state highway fund and their amounts from 1930 to 1947. The table also shows the extent to which the state has depended upon the motor-vehicle fuels tax for its revenue.

TABLE I. SOURCES OF STATE HIGHWAY FUND RECEIPTS 1930-1947*
(In Thousands)

Year	Total Receipts	Motor-Vehicle Fuels Tax	Motor-Vehicle License Fees	Motor-Transport Fees	Federal Grants	All Other
1930	$16,935	$ 6,102	$5,806	$ 402	$1,565	$3,060
1931	16,898	5,940	3,677	262	4,535	2,484
1932	12,018	5,592	3,179	248	1,703	1,296
1933	12,799	5,954	2,043	292	2,724	1,786
1934	15,863	7,166	1,876	506	6,024	291
1935	17,580	7,813	2,419	679	3,514	3,155
1936	18,359	9,106	2,437	791	5,731	294
1937	19,450	9,779	2,905	824	4,322	1,620
1938	17,112	9,770	2,522	834	2,866	1,120
1939	17,170	10,271	2,960	979	2,312	648
1940	18,450	11,301	2,901	1,124	2,746	378
1941	20,935	12,868	3,629	1,392	2,811	235
1942	19,128	11,816	3,225	1,551	2,274	262
1943	19,579	9,648	3,235	1,786	4,342	568
1944	18,558	9,638	3,300	1,892	3,109	619
1945	19,345	11,033	3,416	2,009	2,290	597
1946	23,540	15,962	3,730	2,506	2,339	1,003
1947	34,687	18,476	4,949	2,997	6,772	1,493

*Source: Oregon State Secretary of State.

The revenue received from the motor-vehicle imposts are used first of all to pay refunds allowable under provisions of the laws, and to defray expenses incurred by the Secretary of State and the Public Utilities Commission in making collections of the revenues and in performing certain administrative and enforcement duties with which they are charged by law. The balance is allocated as follows:

(1) An apportionment of revenues to counties. Since 1920 the counties have received a yearly apportionment; this now amounts to 19 per cent of the total net state highway income.[4]

(2) An apportionment to cities. Beginning in 1944, cities of the state have received funds annually which now amount to 10 per cent of the state highway income from motor-vehicle fees, motor-transport fees, the gasoline tax, and fines for traffic-law violations. This is distributed semi-annually, following the end of the income period, in proportion to the population.

(3) A monthly allowance to the State Police Department, which is appropriated by the Legislature each two years, and some funds appropriated by the Highway Commission for the state-parks budget.

The balance is turned over to the account of the State Highway Commission.[5] Table II gives some data on the disposition of highway funds.

During World War II, because of the shortage of both

* This is the eighth in a series of articles on Oregon economic development prepared by graduate students under the direction of Dr. Paul W. Ellis, associate professor of economics, University of Oregon.

[1] *Biennial Report of the Secretary of State*, 1944-1946, p. 129.

[2] *Ibid.*, p. 37.

[3] *Ibid.*, p. 44.

[4] *Biennial Report of the State Highway Commission*, 1944-1946, p. 170.

[5] *Biennial Report of the Secretary of State*, 1944-1946, p. 54.

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manpower and materials, construction was limited to projects approved as being essential to the war effort. These projects included the building of access roads to military or naval installations, the building of flight strips, and other similar work, all of which did little to increase the size and efficiency of the highway system. In fact, shortages during the war were so great that much normal maintenance work was postponed. Further complicating the problem of catching up with postponed construction and maintenance have been the great increases in population and in road use.[6]

TABLE II. DISPOSITION OF HIGHWAY FUND RECEIPTS 1930-1947*
(In Thousands)

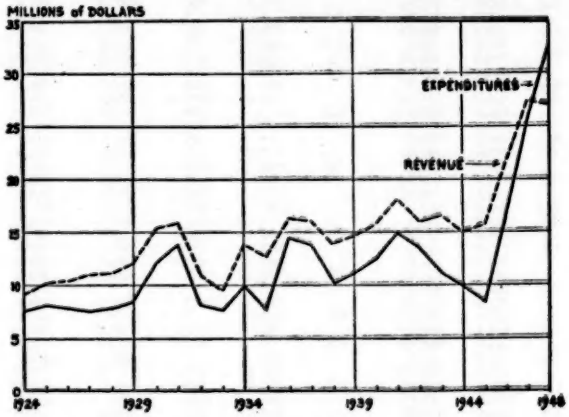
Year	Total Disbursements	Apportionment to Counties	Apportionment to Cities	Construction, Maint. & Admin. Exp.	Balance on Hand
1930	$15,601	$ —	—	$12,258	$ 2,686
1931	17,328	—	—	13,967	2,256
1932	12,739	—	—	8,245	1,534
1933	12,799	1,600	—	7,652	1,535
1934	15,227	1,600	—	9,941	2,172
1935	16,420	1,600	—	7,673	3,332
1936	20,470	1,600	—	14,543	1,221
1937	19,932	2,000	—	13,800	738
1938	17,010	2,126	—	10,109	840
1939	16,309	2,064	—	11,116	1,700
1940	17,799	2,235	—	12,454	2,351
1941	20,481	2,411	—	14,976	2,805
1942	19,304	2,815	—	13,513	2,629
1943	16,729	2,624	—	11,244	5,479
1944	15,496	2,312	736	9,800	8,540
1945	13,602	2,341	745	8,406	14,284
1946	21,539	2,598	828	16,461	18,285
1947	33,649	5,319	1,117	25,670	19,323

* Source: Oregon State Secretary of State.

It is desirable, when analyzing highway finances, to examine expenditures closely. About 71 per cent of the expenditures on highways in Oregon is made by the State Highway Commission.[7] These expenditures may be classified as: capital outlay, maintenance, operation, service and clearing accounts, and debt service. The first three are the major items—capital outlay, maintenance, and operation. The accompanying chart shows the total annual expenditures by the state on these three items since 1924. It also shows the net receipts of the state highway fund, excluding income from bond sales. The difference between receipts and expenditures is explained in part by the retirement of maturing bond issues floated prior to 1924, in part by interest payments on outstanding issues, and during the war years by the accumulation of balances.

This chart shows clearly the drop in expenditures during the war. However, the figures for the war years are not altogether comparable to the figures for other years, because of the inclusion of Federal funds used for construction of auxiliary roads for war purposes. It should also be noted that the actual trend of construction work in the past two or three years is not apparent from the chart, because of price increases. In 1941, for example, expenditures for highway improvement were $10 million, which included about $3 million in Federal aid. The increase in construction cost since that time is about 75 per cent. The actual work accomplished in 1941 was equal to what an expenditure of $18 million would accomplish today.[8] After allowing for maintenance and administrative expenses, which amounted to about $10 million, the Highway Commission had only $15 available for construction in 1947,

OREGON STATE HIGHWAY EXPENDITURES & REVENUES, 1924-1948*



* Sources: Oregon State Highway Commission, amended budget, calendar year, 1948; and the Oregon Secretary of State. Expenditures include only disbursements for capital outlay, maintenance, and operation. Revenues do not include income from bond sales nor moneys that by law must be distributed to cities, counties, and the state police. The difference between receipts and expenditures results in part from the retirement of maturing bonds issued prior to 1924, from interest payments, and from the accumulation of a balance.

and this included $7 million in Federal aid. When this $15 million is compared with the adjusted expenditure of $10 million in 1941, it is apparent that state revenues have not kept pace with the increasing cost of highway work.

The gap between expenditures and revenues is currently being filled by using part of the balance accumulated during the war. Assuming that the present highway program is equivalent to the prewar program, when this balance is exhausted the state will not be able to maintain an equivalent highway program, unless more revenue can be obtained. Partly for this reason, the interim study mentioned above was authorized and undertaken, to determine the actual condition of the highway system and the sources of revenue available to support any expanded highway program. This study, conducted by engineers and legislators, was an attempt to devise a potential program which would give the state the highway system best suited to its needs and resources.[9]

Part of this study was made by a group of highway engineers, who presented their views in a report titled, *Highway Transportation System in Oregon, Present and Future Needs.* This report recommended a fifteen-year improvement plan for Oregon, the estimated average annual cost of which would be $63 million. The counties' share of this program is estimated to be $16 million per year, and the cities' share to be $8 million per year. The balance or state share would be $39 million per year.[10] With the state's share of current revenues, including Federal aid, amounting to about $27 million per year,[11] it is obvious that more revenue must be obtained if the state is to put this program into effect.

The Legislative interim committee made a study of the

[6] *Highway Transportation System in Oregon, Present and Future Needs,* Legislative Interim Committee for the Study of Highway, Roads and Street Needs, Revenue and Taxation, p. 47.

[7] *Ibid.,* p. 32.

[8] Letter from R. H. Baldock, state highway engineer.

[9] *Highway Transportation System in Oregon, Present and Future Needs,* p. 47.

[10] *Ibid.,* p. 96.

[11] *Oregon State Highway Commission Budget,* Calendar Year, 1948.

The Buying Power of the State of Oregon

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	Estimated Population 1-1-49		Estimated Retail Sales—1948					Effective Est. Buying Income—1948				
	Total (in thousands)	Families (in thousands)	Dollars (in thousands)	Four Store Groups (in thousands of dollars) Food	General Mdse.	Drug	Furn. House Radio	Wholesale Sales†	Net Dollars (in thousands)	Per Family	Farm Gross Income‡	Farm % of Labor Force
Baker	18.1	5.4	$ 24,029	$ 5,836	$ 1,994	$ 589	$ 1,151	—	$ 19,395	$3,592	(h)	29.5
Baker	12.0	3.8	20,185	4,539	*	589	*	(a)	16,970	4,466	—	—
Benton	27.1	8.4	26,178	6,646	2,302	469	1,138	—	29,279	3,486	(g)	23.7
Corvallis	15.0	4.9	22,906	5,538	*	*	*	(a)	19,768	4,034	—	—
Clackamas	87.0	26.8	43,765	11,901	1,384	1,230	1,432	—	45,689	1,705	(i)	27.3
Oregon City	9.5	3.1	18,688	4,445	1,165	577	1,163	(a)	8,951	2,887	—	—
Clatsop	38.3	12.7	38,175	10,054	3,141	946	1,465	—	50,403	3,969	(f)	6.6
Astoria	19.0	6.3	26,952	5,516	2,721	634	1,215	(a)	26,087	4,141	—	—
Columbia	27.5	8.2	17,663	5,499	1,128	470	676	—	19,395	2,365	(g)	19.8
Coos	38.6	11.9	39,023	11,739	2,621	1,079	1,424	—	41,961	3,526	(g)	13.4
Coos Bay	8.5	2.8	18,107	4,107	1,943	490	—	(a)	11,376	4,063	—	—
Crook	8.0	2.3	4,945	1,566	278	229	*	—	4,849	2,108	(g)	37.1
Curry	4.7	1.6	2,765	1,418	49	109	*	—	3,356	2,098	(f)	26.4
Deschutes	24.6	7.4	28,584	6,579	1,257	774	1,777	—	24,244	3,276	(g)	15.5
Bend	13.5	4.3	21,439	5,241	*	611	1,520	(a)	16,784	3,903	—	—
Douglas	48.3	15.4	26,001	6,620	1,854	577	693	—	43,804	2,844	(h)	31.7
Roseburg	18.4	6.1	15,341	2,971	1,765	293	567	—	18,817	3,084	—	—
Gilliam	2.9	.8	4,427	770	*	110	46	—	4,849	6,061	(h)	46.4
Grant	7.3	2.3	6,431	1,229	89	152	*	—	6,714	2,919	(f)	39.2
Harney	5.9	1.8	5,530	1,796	*	207	248	—	6,713	3,729	(f)	35.8
Hood River	13.8	4.2	12,572	4,014	600	338	449	—	15,106	3,597	(i)	35.6
Jackson	52.9	16.9	46,388	11,506	5,208	1,228	2,064	—	55,016	3,255	(i)	24.0
Medford	17.5	5.8	33,631	7,101	4,632	924	1,656	(a)	26,110	4,502	—	—
Jefferson	3.3	1.0	1,843	419	*	*	*	—	2,238	2,238	(e)	41.7
Josephine	32.1	11.6	17,662	4,567	1,106	414	571	—	26,208	2,259	(g)	31.2
Grants Pass	10.3	3.7	15,314	3,728	*	*	571	(a)	11,376	3,075	—	—
Klamath	47.2	14.0	67,246	14,389	7,811	1,548	2,201	—	68,858	4,918	(i)	14.9
Klamath Falls	20.0	6.6	54,267	9,489	7,624	1,283	*	(b)	35,800	5,424	—	—
Lake	7.5	2.4	8,419	1,824	808	*	248	—	8,765	3,652	(f)	33.9
Lane	109.0	33.5	96,392	21,755	9,777	2,359	6,093	—	122,407	3,654	(i)	16.0
Eugene	36.0	11.9	68,342	12,018	8,474	1,823	5,757	(b)	60,948	5,122	—	—
Lincoln	19.1	6.3	14,106	4,525	408	284	210	—	14,920	2,368	(e)	14.8
Linn	48.0	14.3	27,842	5,781	2,591	599	1,466	—	33,754	2,360	(i)	35.1
Albany	16.2	5.3	15,340	2,851	2,034	284	1,315	(a)	12,868	2,428	—	—
Malheur	20.2	5.4	17,049	3,877	1,384	512	634	—	18,462	3,419	(j)	57.5
Marion	88.7	27.3	75,571	17,854	7,703	1,354	4,521	—	93,667	3,431	(j)	25.5
Salem	52.8	17.5	56,831	12,301	7,031	970	4,134	(b)	70,330	4,019	—	—
Morrow	5.3	1.5	4,024	865	*	88	*	—	5,222	3,481	(h)	56.2
Multnomah	535.0	184.0	679,812	141,742	155,928	17,891	30,844	—	1,011,565	5,498	(i)	2.7
Portland	420.2	150.3	652,620	133,408	155,152	17,521	30,597	(c)	852,223	5,670	—	—
Polk	27.6	8.2	12,297	3,986	429	218	529	—	19,208	2,342	(i)	35.1
Sherman	2.3	.7	2,069	515	*	*	*	—	2,984	4,263	(h)	58.7
Tillamook	17.0	5.3	12,863	3,430	559	436	433	—	13,614	2,569	(g)	24.2
Umatilla	38.9	12.0	33,011	6,741	2,392	906	940	—	35,992	2,999	(j)	39.3
Pendleton	16.1	5.3	20,236	3,663	1,933	546	815	(a)	15,665	2,956	—	—
Union	18.3	5.4	20,860	5,188	2,053	665	1,588	—	20,327	3,764	(b)	27.0
La Grande	9.5	3.0	16,291	3,511	1,973	524	1,495	(a)	12,682	4,227	—	—
Wallowa	7.9	2.2	7,481	1,917	459	185	319	—	8,019	3,645	(g)	57.3
Wasco	16.4	5.0	21,555	4,458	1,165	524	1,050	—	16,784	3,357	(h)	30.7
The Dalles	8.5	2.9	18,344	3,905	1,166	447	1,050	(a)	12,122	4,180	—	—
Washington	60.5	18.7	30,718	8,809	1,615	589	1,184	—	38,604	2,064	(i)	33.1
Wheeler	3.5	1.0	2,148	257	*	*	*	—	2,610	2,610	(e)	44.8
Yamhill	35.9	11.1	27,131	6,174	1,963	719	887	—	29,466	2,655	(i)	33.8
State Total	1,548.7	497.0	$1,506,575	$346,246	$221,216	$37,928	$66,688	—	$1,964,447	$3,953	—	18.3

* Withheld to avoid disclosure.

† The symbols in the "Wholesale Sales" column are to be interpreted as follows: (a) Under $25 million; (b) $25 million to $50 million; (c) $1,000 million to $2,500 million.

‡ The symbols in the "Farm Gross Income" column are to be interpreted as follows: (d) Under $1 million; (e) $1 million to $2.5 million; (f) $2.5 million to $5 million; (g) $5 million to $7.5 million; (h) $7.5 million to $10 million; (i) $10 million to $25 million; (j) $25 million and over.

tax structure and possible sources of revenue to support an enlarged highway program. The results of their study are set forth in their report, *An Appraisal of the Highway, Road and Street Problems in Oregon*. The committee made no recommendations which could be described as revolutionary, but did recommend that action should be taken to provide sufficient new revenues to meet immediate needs of the state highway system. To accomplish this, the committee recommended an additional 1-cent tax upon the sale of all motor fuels in Oregon, which the Legislature recently approved. Also in response to the committee's recommendation, the Legislature provided that a basic registration fee of $10 be substituted for the $5 basic fee. The committee recommended that both of these additional taxes be for the exclusive use of the State Highway Commission. Estimated revenue from these two taxes are expected to be about $9 million, which, added to the expected increase in revenue from other sources, would have almost filled the gap between current state highway revenue and estimated annual expenditures by the state, under the fifteen-year program.[12] However, the increases enacted by the Legislature are to be shared in the usual manner by the counties and cities. Accordingly, from the standpoint of the entire program, the legislation will prove inadequate. It is always possible, of course, that state revenues will exceed estimates enough to make up for that part of the new revenues which will go to the counties and cities.

Historically, when more highway revenue has been needed in Oregon, pressure has been brought to bear by automobile clubs and other interested parties to have all revenue collected as a result of road use devoted to highway purposes exclusively. It may be now that the strength of these pressure groups has advanced to a point where they are reluctant to approve enough road-user taxes to provide all of the revenue necessary for maintaining an adequate highway system. The interim committee's report goes a step beyond the advocacy of the use of road-user taxes for highway purposes only, when it advocates acceptance of the "predominant use" theory. This theory advocates the use of some general funds in addition to all road-user taxes. With the current trend of using income taxes to pay for more and more of government expenditures, it is possible that we shall some day use income-tax revenue for highway purposes.

The only conclusion that seems appropriate and justified from the available facts is that the responsible parties in charge of highway work will need additional funds if they are to do what they think is necessary.

[12] *An Appraisal of the Highway, Road and Street Problems in Oregon*, p. 43.

CURRENT BUSINESS TRENDS IN OREGON

Employment. Seasonal employment gains of more than 50,000 since the February low cut in half the number of those actively seeking work in Oregon, but recovery still is running slightly under 1948 figures and probably will not reach last year's all-time peak. Reports from 731 employers as gathered by 26 state employment offices indicate a considerable degree of optimism over immediate economic gains, but June unemployment of 39,600 remains nearly 5,000 higher than a year ago, while latest available nonagricultural job totals indicate a similar decline from 1948. A favorable crop season has stimulated the demand for farm labor. Food processing has started earlier than in recent years.

Despite gains of more than 30,000 since the seasonal low during last winter's cold spell, nonagricultural employment (413,300) still is slightly under comparable 1948 figures. June reports are not yet available, but indications are that last year's gains will not be equalled and that further increases will fall short of the all-time high of 452,600 established last August. The number of those working in trade, finance, service, and similar lines in May was 700 more than a year ago, but a decrease of 5,900 in manufacturing—of which 4,800 was in lumber and logging—resulted in lower totals.

Plywood Industry. The Pacific Coast is practically the entire source of soft plywood production in the United States; ninety-three per cent of this production is in the Pacific Northwest states. In 1948, the industry's peak year, 1,956 million square feet of softwood plywood was produced on the Pacific Coast, an increase of 15 per cent over the 1947 production of 1,700 million square feet. Of the 1948 production, 25 mills in Washington accounted for 1,174 million square feet, 15 mills in Oregon 654 million square feet, and 7 mills in California 128 million square feet. Approximately 95 per cent of this plywood was from Douglas fir; the remainder was principally from Ponderosa pine.

Department-Store Sales. The dollar volume of Portland department-store sales continues to run below a year ago. Because of the lower prices now prevailing, the physical volume of sales has not declined proportionately. Sales in other Pacific Coast cities are included in the table below to show trends in neighboring metropolises.

City	*Week Ending June 11, 1949*	*Calendar Year to June 11, 1949*
Portland	−12	−8
Los Angeles	− 5	−9
San Diego	− 5	−4
Oakland	− 2	−3
San Francisco	+ 2	+1
Seattle	− 6	−1
Spokane	− 2	−4
United States	− 5	−4

Lumber. Production of Douglas-fir lumber in Oregon and Washington averaged 172 million board feet a week during May 1949. This was approximately the rate of operation maintained during the preceding two months, but both shipments and orders during the month were less than production.

Prices. The Bureau of Labor Statistics reports the following information about prices paid by Portland moderate-income consumers, as of April 15, 1949:

Group	*Index Apr. 15, 1949 (1935-39=100)*	*Per Cent Change from Jan. 15, 1949 to Apr. 15, 1949*	*Per Cent Change from Apr. 15, 1948 to Apr. 15, 1949*	*Per Cent Change from Aug. 15, 1939 to Apr. 15, 1949*
All items	177.6	−0.6	+ 1.0	+ 77.4
Food	221.6	−1.2	− 0.7	+130.6
Apparel	191.1	−1.9	− 2.5	+ 89.8
Rent	125.9	+0.1	+ 2.8	+ 18.2
Fuel, elec. & refr.	135.9	+4.1	+ 7.5	+ 38.1
Gas & elec.	92.4	−3.3	− 2.6	− 6.7
Other fuels	188.1	+9.0	+14.8	+ 92.5
Housefurnishings	183.1	−2.2	− 2.2	+ 82.9
Miscellaneous	157.0	+0.3	+ 4.3	+ 54.5

BANK DEBITS

Bank debits represent the dollar value of the checks drawn against individual deposits. Approximately 90 per cent of all goods, property, and services is paid for by check. Bank debits are regarded as indicators of the general trend of business, though their value for this purpose may be impaired by substantial changes in the level of prices. The Bureau of Business Research collects bank debits from 117 banks and branches monthly. On occasion, the totals for the same month in different issues of the *Review* are not directly comparable because of necessary adjustments in basic data.

Marketing Districts	*Number of Banks Reporting*	*Debits Apr. 1949*	*Debits Mar. 1949*	*Debits Apr. 1948*	*Apr. 1949 compared with Mar. 1949*	*Apr. 1949 compared with Apr. 1948*
Oregon	**98**	**$888,855,011**	**$912,411,909**	**$936,935,485**	**− 2.58%**	**− 5.13%**
Portland (Portland, Hillsboro, Oregon City, etc.)	28	544,846,069	566,190,157	602,480,086	− 4.00	− 9.60
Lower Willamette Valley (Salem, McMinnville, etc.)	12	84,320,193	82,116,910	78,332,999	+ 2.70	+ 7.60
Upper Willamette Valley (Albany, Corvallis, Eugene, etc.)	13	82,647,209	83,096,938	77,701,077	− .55	+ 6.40
North Oregon Coast (Astoria, Tillamook, etc.)	5	19,005,763	17,581,952	20,746,378	+ 8.10	− 8.39
Douglas, Coos Bay	5	24,108,410	27,062,420	25,188,948	−10.92	− 4.29
Southern Oregon (Ashland, Medford, Grants Pass)	6	35,122,626	33,834,533	35,921,598	+ 3.80	− 2.22
Upper Columbia River (The Dalles, Hood River, etc.)	7	14,983,623	15,529,689	14,726,016	− 3.53	+ 1.75
Pendleton area	6	21,600,124	21,221,057	15,284,634	+ 1.78	+41.32
Central Oregon (Bend, Prineville, Redmond)	4	15,359,483	15,754,504	15,360,374	− 2.51	− .01
Klamath Falls, Lakeview area	3	22,944,613	22,291,083	25,006,812	+ 2.93	− 8.25
Baker, La Grande area	6	16,065,157	17,162,415	15,962,320	− 6.39	+ .64
Burns, Ontario, Nyssa	3	7,851,741	10,370,251	10,224,243	−25.72	−23.21

BUILDING PERMITS

Building permits give an indication of building operations planned rather than actual construction under way. Care must be taken, in interpreting these data, to allow for the lag which may elapse between the issuance of the permit and the beginning of actual construction. The data have been collected by the Bureau of Business Research.

	New Residential Apr. 1949	*New Nonresidential Apr. 1949*	*Additions, Alterations and Repairs Apr. 1949*	*Totals Apr. 1949*	*Totals Apr. 1948*	*Totals Mar. 1949*
Albany	$ 54,755	$ 1,575	$ 5,475	$ 61,816	$ 87,100	$ 353,433
Bend	16,800	80,062	28,725	125,587	117,165	163,510
Coos Bay	41,700	1,550	9,040	52,290	53,234	44,400
Eugene	350,100	1,061,825	42,305	1,457,230	590,433	1,457,730
Grants Pass	31,825	3,855	9,038	44,718	408,670	112,420
Klamath Falls	25,000	17,300	21,215	63,515	123,115	38,574
La Grande	28,250	5,450	39,425	73,125	16,672	32,330
Medford	71,200	88,630	27,773	187,603	355,903	508,410
Oregon City	16,800	2,500	4,600	23,900	76,500	67,890
Pendleton	37,649	134,550	12,100	184,299	95,167	73,448
Portland	1,961,575	324,050	958,150	3,243,775	5,246,115	2,940,660
Salem	281,360	933,060	64,315	1,278,735	734,949	399,786
Springfield	74,750	19,485	6,575	100,810	120,045	90,250
The Dalles	26,100	19,700	19,825	65,625	101,250	66,000
14 other communities	220,100	106,490	53,780	380,370	994,392	441,185
Totals	**$3,237,975**	**$2,803,082**	**$1,302,341**	**$7,343,398**	**$9,120,710**	**$6,790,026**